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RULES AND REGULATIONS FOR MANNING OF VESSELS.(U)  
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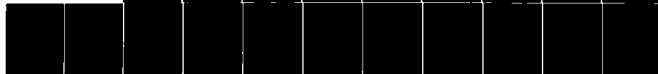
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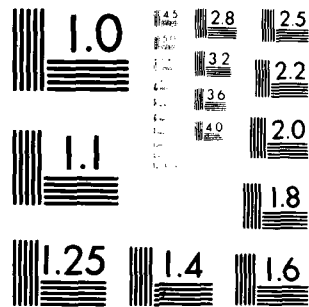
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DEPARTMENT OF TRANSPORTATION  
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FOREWORD

The "Rules and Regulations for Manning of Vessels" CG-268, are applicable to certain vessels which are subject to Title 52 of the Revised Statutes (secs. 4399-4500) and acts amendatory thereof or supplementary thereto.

The regulations in this pamphlet, which replaces the prior edition of 1 December 1973, are contained in the Code of Federal Regulations, Title 46--Shipping, Chapter I, Subchapter P--Manning of Vessels. These regulations have been published in the Federal Register and are those in effect on 1 July 1977. The Federal Register, which is published daily, and the Code of Federal Regulations volumes, which are revised annually, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

In applying these regulations to vessels, certain factors have to be considered, among which are the size of the vessel, the service in which the vessel is engaged, and the waters upon which the vessel is operated. In this regard shipowners, operators, builders, vessels' operating forces, and other persons affected by the navigation and vessel inspection laws should familiarize themselves with the requirements contained in this pamphlet. To this end, Coast Guard personnel concerned with the administration and enforcement of these laws, namely, the Coast Guard District Commander and the Officer in Charge, Marine Inspection, and/or Commanding Officer, Marine Safety Office, who have jurisdiction over Coast Guard inspection activities in the general area of the port in which situated, will extend assistance upon request.

*W.M. Benkert*  
W.M. BENKERT

Chief, Office of Merchant Marine Safety

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(2) Manufacturer and manufacturer's model number.

(c) Certification by the classification society or a recognized testing organization that each electrical device within the hazardous area has been tested as intrinsically safe in an explosive atmosphere of the specific cargo.

(d) Certification by the classification society that no equipment with a normal operating temperature above 115° F has been installed in the hazardous area.

## ANNEX B

## BULK LIQUID CARGOES NOT CONSIDERED TO INVOLVE POTENTIAL UNUSUAL OPERATING RISKS TO LIFE AND PROPERTY IN U.S. PORTS

Vessels transporting the following commodities in bulk do not require plan review and examination solely by reason of the cargo carried:

Acetone.  
Amyl acetate.  
Amyl alcohol.  
Asphalt.  
Butyl acetate (iso-, n-, sec-).  
Butyl alcohol (iso-, n-, sec-, tert-).  
Butyl benzyl phthalate.  
Butylene glycol.  
Butyric acid (n-).  
Corn syrup.  
Creosote, coal tar.  
Cumene.  
Cyclohexane.  
Cyclohexyl alcohol.  
p-Cymene.  
Decyl alcohol (iso-, n-).  
Decaldehyde (iso-, n-).  
Dextrose solution.  
Diacetone alcohol.  
Dicyclopentadiene.  
Diethylbenzene.  
Diethylene glycol.  
Diethylene glycol monobutyl ether.  
Diethylene glycol monoethyl ether.  
Diisobutyl carbinol.  
Diisobutylene.  
Diisobutyl ketone.  
Diethyl phthalate.  
Diphenyl-diphenyl oxide.  
Dipropylene glycol.  
Dodecyl benzene.  
Ethoxytriglycol.  
Ethyl acetate.  
Ethyl alcohol.  
Ethyl benzene.  
2-ethylbutyl alcohol.  
Ethylene glycol.  
Ethylene glycol monobutyl ether.  
Ethylene glycol monoethyl ether.  
Ethylene glycol monoethyl ether acetate.  
Ethylene glycol monomethyl ether.  
2-ethylhexyl acrylate (inhibited).  
2-ethylhexyl alcohol.  
Ethylhexyl tailate.  
Furfuryl alcohol.  
Gasolines:  
    Casinghead (natural).  
    Automotive (containing not over 4.23 grams lead per gallon).

Glycerine.  
Glycol diacetate.  
Heptane (n-).  
Hexane (iso-, n-).  
Hexylene glycol.  
Isooctyl alcohol.  
Isooctylaldehyde.  
Isophorone.  
Isopropyl ether.  
Jet fuels:  
    JP-1 (kerosene).  
    JP-3.  
    JP-4.  
    JP-5 (kerosene, heavy)

Kerosene.  
Mesityl oxide.  
Methyl acetate.  
Methyl alcohol.  
Methyl amyl acetate.  
Methyl butyraldehyde.  
Methyl ethyl ketone.  
Methyl formal.  
Methyl isobutyl ketone.  
Mineral spirits.  
Molasses, all.  
Naphtha:  
    Coal tar.  
    Solvent.  
    Stoddard solvent.  
    VM&P (75% naphtha).  
Naphthalene, molten.  
Nonane.  
Nonene.  
Nonylphenol.  
Oils:

Crude oil.  
Diesel oil.  
Fuel oils:  
    No. 1 (kerosene).  
    No. 1-D.  
    No. 2.  
    No. 2-D.  
    No. 4.  
    No. 5.  
    No. 6.

Edible oils, including:  
    Castor.  
    Cottonseed.  
    Olive.  
    Peanut.  
    Soya bean.  
    Vegetable.

Miscellaneous oils, including:  
    Absorption.  
    Coal tar.  
    Lubricating.  
    Mineral.  
    Mineral seal.  
    Motor.  
    Neatsfoot.  
    Penetrating.  
    Range.  
    Resin.  
    Rosin.  
Mineral oils, including:  
    Sperm.  
    Spindle.  
    Spray.  
    Tall.



## Sec.

157.30-40 Vessels not more than 1,000 gross tons.

157.30-45 Uninspected towing vessels operator's license.

**Subpart 157.35—Special Duties of Pilots and Inland Mates**

157.35-1 Pilots governed by rules.

157.35-5 Duties of mates of inland steam vessels.

**AUTHORITY:** The provisions of this Part 157 issued under R.S. 4405, as amended, 4462, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 375, 416, 49 U.S.C. 1655(b); 49 CFR 1.4(a)(2) unless otherwise noted.

**SOURCE:** The provisions of this Part 157 contained in CGFR 52-43, 17 F.R. 9532, Oct 18, 1952, unless otherwise noted.

**Subpart 157.01—Authority and Purpose**

**§ 157.01-1 Purpose of regulations.**

(a) The purpose of the regulations in this subchapter is to set forth uniform minimum requirements for the manning of vessels in accordance with the intent of Titles 52 and 53 of the Revised Statutes and acts amendatory thereof or supplemental thereto, as well as to implement various international conventions for safety of life at sea and other treaties which affect the merchant marine. The regulations are necessary to carry out the provisions of law affecting United States vessels and have force of law.

**§ 157.01-5 Assignment of functions.**

(a) The Department of Transportation Act (Public Law 89-670, 80 Stat. 931-950, 49 U.S.C. 1651-1659), transferred to and vested in the Secretary of Transportation "... all functions, powers, and duties, relating to the Coast Guard, of the Secretary of the Treasury and of other officers and offices of the Department of the Treasury" (subsection 6(b)(1), 49 U.S.C. 1655(b)). This transfer is subject to certain conditions, modifications, and exceptions as set forth in such act. By a rule in 49 CFR 1.4(a) the Secretary of Transportation delegated to the Commandant, U.S. Coast Guard, authority to exercise certain functions, powers, and duties as set forth in subsections 6(a)(4), 6(b)(1), and 6(g) of such act (49 U.S.C. 1655), subject to conditions, exceptions and modifications as described in 49 CFR Part 1. By a rule in 49 CFR 1.9 the Secretary of Transportation continued in effect actions taken prior to April 1, 1967.

(b) The Commandant, U.S. Coast Guard, in a notice dated March 31, 1967, and effective April 1, 1967 (32 F.R. 5611), approved the continuation of orders, rules, regulations, policies, procedures, privileges, waivers, and other actions, which had been made, allowed, granted, or issued prior to April 1, 1967, and provided that they shall continue in effect according to their terms until modified, terminated, repealed, superseded, or set aside by appropriate authority.

(CGFR 68-32, 33 F.R. 5721, Apr. 12, 1968)

**§ 157.01-10 Authority for regulations.**

(a) *General.* (1) The authority to prescribe regulations generally is set forth in R. S. 4405 and 4462, as amended (46 U. S. C. 375, and 416), as well as in other provisions of Titles 52 and 53 of the Revised Statutes and acts amendatory thereof or supplemental thereto. Under the provisions of R. S. 4403, as amended (46 U. S. C. 372), the Commandant, United States Coast Guard, superintends the administration of the vessel inspection laws and is required to produce a correct and uniform administration of the inspection laws, rules, and regulations.

(b) *Manning of inspected vessels.* (1) The requirements regarding the manning of inspected vessels are set forth in various statutes with many qualifications as to their applications. The regulations interpret or apply, subject to various limitations contained in the laws, R.S. 4400, as amended, 4401, as amended, 4417a, as amended, 4421, as amended, 4426, as amended, 4427, as amended, 4438, as amended, 4438a, as amended, 4453, as amended, 4463, as amended, 4477, as amended, 4488, as amended, 4551(j), as amended, sec. 2, 38 Stat. 1164, as amended, sec. 13, 38 Stat. 1169, as amended, sec. 1, 52 Stat. 753, as amended, sec. 2, 40 Stat. 549, as amended, 41 Stat. 305, as amended, secs. 1 and 2, 49 Stat. 1544, 1545, as amended, sec. 7, 49 Stat. 1936, as amended, sec. 7, 53 Stat. 1147, as amended, secs. 7 and 17, 54 Stat. 165, 166, as amended, sec. 3, 54 Stat. 347, as amended, secs. 1 to 8, 62 Stat. 232-234, as amended, sec. 3, 70 Stat. 152, and sec. 3, 68 Stat. 675 (46 U.S.C. 362, 364, 391a, 399, 404, 405, 224, 224a, 435, 222, 470, 481, 643(j), 673, 672, 672b, 223, 363, 367, 689, 247, 526f, 526p, 1333, 229a-229h, 390b, and 50 U.S.C. 198)

(c) *Manning of uninspected vessels*  
(1) The authority for regulations re-

garding manning of all vessels of 200 gross tons and over, however propelled, including yachts, navigating the high seas, which are subject to the provisions of the Officers' Competency Certificates Convention, 1936 (International Labor Organization Draft Convention Numbered 53), is in R. S. 4438a, as amended (46 U.S.C. 224a). In addition, the authority for regulations regarding operators of uninspected towing vessels, is contained in R.S. 4427, as amended (86 Stat. 423, 46 U.S.C. 405(b)).

(2) The authority for regulations regarding the licensed operator for uninspected motorboats, or other vessels of fifteen gross tons or less propelled by machinery other than steam, while carrying passengers for hire, is in secs. 7 and 17, 54 Stat. 165, 166, as amended (46 U.S.C. 526f, 526p).

(3) The authority for regulations regarding crews of uninspected vessels of 100 gross tons and upward, except fishing or whaling vessels, or yachts, or those vessels navigating rivers exclusively and the smaller inland lakes, is in sec. 13 (a) 38 Stat. 1169, as amended (46 U.S.C. 672 (a)).

(R.S. 4427 as amended; 46 U.S.C. 405(b); 49 CFR 1.46(o)(3)) [CGFR 52-43, 17 FR 9532, Oct. 18, 1952, as amended by CGFR 58-8, 23 FR 2609, Apr. 19, 1958; CGFR 61-67, 26 FR 12082, Dec. 16, 1961; CGFR 69-116, 35 FR 6861, Apr. 30, 1970; CGD 72-132R, 38 FR 5750, Mar. 2, 1973]

#### Subpart 157.05—Application

##### § 157.05-1 General.

(a) The regulations in this part shall be applicable to all vessels, other than inspected passenger vessels of not more than 65 feet in length, which are subject to the manning requirements contained in the navigation and vessel inspection laws of the United States.

(b) Some of the navigation and vessel inspection laws do not authorize the establishment of a minimum number of officers and members of the crew to be carried on board a vessel but state that the vessel shall not be operated or navigated unless certain manning requirements are met. In these cases, it is the responsibility of the owner, master, or person in charge or command of the vessel, to determine if the officers and crew carried meet the requirements of the applicable navigation and vessel inspection laws.

(c) At the beginning of the various subparts or sections, a more specific ap-

plication is generally given for the particular portion of the text involved. This application may be according to size and type of vessel or waters navigated or services of vessel to which the text pertains.

[CGFR 52-43, 17 FR 9532, Oct. 18, 1952, as amended by CGFR 61-14, 26 FR 3926, May 5, 1961]

#### Subpart 157.10—Definitions of Terms

##### § 157.10-1 General.

(a) The terms defined in this subpart apply only to manning of vessels subject to the manning provisions in the navigation and vessel inspection laws of the United States.

##### § 157.10-5 Able seaman.

(a) The term "able seaman" means any person holding a certificate of service as able seaman issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed on the certificate (Sec. 13, 38 Stat. 1169, as amended; 46 U.S.C. 672) [CGFR 54-22, 19 FR 4359, July 15, 1954]

##### § 157.10-10 Assistant engineer.

(a) The term "assistant engineer" means a person holding a valid license as assistant engineer issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed upon the license (R. S. 4438, as amended, 4438a, as amended, 4441, as amended; 46 U.S.C. 224, 224a, 229) [CGFR 54-22, 19 FR 4359, July 15, 1954]

##### § 157.10-15 Chief engineer.

(a) The term "chief engineer" means any person responsible for the mechanical propulsion of a vessel and who is a holder of a valid license as chief engineer issued by the Coast Guard attesting to his competency, and who may serve in such capacity within the restrictions placed on the license.

(R. S. 4438, as amended, 4438a, as amended, 4441, as amended; 46 U.S.C. 224, 224a, 229) [CGFR 54-22, 19 FR 4359, July 15, 1954]

##### § 157.10-20 Deck crew.

(a) The term "deck crew, exclusive of licensed officers and apprentices" as used in section 13 of the Seamen's Act of 1915, as amended (46 U.S.C. 672) is construed as including only the following members of the deck department below the grade of licensed officer and above the grade

of apprentice; viz. quartermasters, able seamen, and ordinary seamen.

(Sec. 13, 38 Stat. 1169, as amended; 46 U. S. C. 672)

#### § 157.10-25 Licensed officer.

(a) The term "licensed officer" means any person holding a license issued by the Coast Guard which attests to the holder's competency to serve in the capacity described in the license on board vessels, such as master, mate, pilot, chief engineer, assistant engineer, or radio officer.

#### § 157.10-30 Lifeboatman.

(a) The term "lifeboatman" means any person holding a certificate of efficiency issued by the Coast Guard attesting to his competency to serve as a lifeboatman.

(R. S. 4438, as amended; 46 U. S. C. 481)

#### § 157.10-35 Master.

(a) A "master" means any person who is holder of a valid license as master issued by the Coast Guard attesting to his competency, and who may serve in such capacity within the restrictions placed on the license.

(R. S. 4438, as amended; 4438a, as amended; 4439, as amended; 46 U. S. C. 224, 224a, 226) [CGFR 54-22, 19 F. R. 4359, July 15, 1954]

#### § 157.10-40 Mate.

(a) The term "mate" means a person holding a valid license as mate issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed on the license.

(R. S. 4438, as amended; 4438a, as amended; 4440, as amended; 46 U. S. C. 224, 224a, 228) [CGFR 54-22, 19 F. R. 4359, July 15, 1954]

#### § 157.10-45 Ordinary seaman.

(a) The term "ordinary seaman" means any person holding a certificate of service as ordinary seaman issued by the Coast Guard and who may serve in such capacity on board vessels.

(Sec. 13, 38 Stat. 1169, as amended; 46 U. S. C. 672) [CGFR 54-22, 19 F. R. 4359, July 15, 1954]

#### § 157.10-50 Pilot.

(a) The term "pilot" means a person holding a valid license as pilot issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed on the license.

(R. S. 4438, as amended; 4442, as amended; 46 U. S. C. 224, 214) [CGFR 54-22, 19 F. R. 4359, July 15, 1954]

#### § 157.10-55 Qualified member of the engine department.

(a) The term "qualified member of the engine department" means any person holding a certificate of service as qualified member of the engine department issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed on the certificate.

(Sec. 13, 38 Stat. 1169, as amended; 46 U. S. C. 672) [CGFR 54-22, 19 F. R. 4359, July 15, 1954]

#### § 157.10-60 Radio officer.

(a) The term "radio officer" means a person holding a valid license as radio officer issued by the Coast Guard and who may serve in such capacity within the restrictions placed on the license.

(Sec. 8, 62 Stat. 233; 46 U. S. C. 229c) [CGFR 54-22, 19 F. R. 4359, July 15, 1954]

#### § 157.10-65 Sailors.

(a) The term "sailors" means those members of the deck department below the grade of licensed officer whose ordinary duties are incident to the mechanics of conducting the ship on her voyage, such as able seaman, ordinary seaman, quartermaster, lookout man, etc.

(Sec. 2, 38 Stat. 1164, as amended; 46 U. S. C. 673)

#### § 157.10-70 Seaman.

(a) The term "seaman" is defined in R.S. 4612, as amended (46 U.S.C. 713), as follows:

Every person (apprentice excepted) who shall be employed or engaged to serve in any capacity on board the same (vessel) shall be deemed and taken to be a "seaman".

#### § 157.10-75 Staff officers.

(a) The term "staff officers" means persons in the Staff Department who hold certificates of registry as a (1) Chief Purser; (2) Purser; (3) Senior Assistant Purser; (4) Junior Assistant Purser; (5) Surgeon, or (6) Professional Nurse, which are issued by the Coast Guard.

(Sec. 1, 53 Stat. 1145, as amended; 46 U. S. C. 242) [CGFR 52-43, 17 F. R. 9532, Oct. 18, 1952 as amended by CGFR 64-57, 30 F. R. 2028 Feb. 13, 1965]

#### § 157.10-80 Tankerman.

(a) The term "tankerman" means any person holding a certificate of efficiency as tankerman issued by the Coast Guard attesting to his competency in the handling of inflammable or combustible liquid cargo in bulk or any person hold-

ing a valid license as master, mate, pilot or engineer.

(R. S. 4417a, as amended; 46 U. S. C. 391a; [CGFR 64-22, 19 F.R. 4350, July 18, 1954])

**§ 157.10-83 Operator of uninspected towing vessel.**

The term "operator of uninspected towing vessels" means any person who is the holder of a valid license as operator of uninspected towing vessels issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restriction placed on such license.

(R.S. 4427, as amended; 46 U.S.C. 405(b); 49 CFR 1.46(a)(3)) [CGD 72-132R, 38 FR 5750, Mar. 2, 1973]

**§ 157.10-85 Second-class operator of uninspected towing vessels.**

The term "Second-class operator of uninspected towing vessels" means any person who is the holder of a valid license as second-class operator of uninspected towing vessels issued by the Coast Guard attesting to his competency and who may operate such a towing vessel only when the holder of a valid license authorizing service as an operator of uninspected towing vessels is aboard.

(R.S. 4427, as amended; 46 U.S.C. 405(b); 49 CFR 1.46(a)(3)) [CGD 72-132R, 38 FR 5750, Mar. 2, 1973]

**Subpart 157.15—Manning Requirements**

**§ 157.15-1 Complement required by Certificate of Inspection.**

(a) After inspecting a vessel pursuant to law and applicable regulations in this chapter, the Officer in Charge, Marine Inspection, shall specify in the Certificate of Inspection of all vessels except public nautical school ships the minimum complement of officers and crew necessary for the safe navigation of the vessels.

*Note:* Manning requirements for public nautical school ships are covered by § 167.60-15 of Subchapter B (Nautical Schools) of this chapter.

(b) The manning requirements for a particular vessel are determined by the Officer in Charge, Marine Inspection, after a thorough consideration of the applicable laws cited in § 157.01-10(b) and the regulations in this part together with the many factors involved, such as size, type, proposed routes of operation,

cargo carried, type of business in which employed, etc.

(c) One of the criteria used for invocation of manning standards is the description of passenger vessels and public nautical school ships by relative sizes in gross tonnages. When it is determined under § 70.05-20 or § 167.01-8 of this chapter that a particular vessel has a Bureau of Customs' assigned gross register tonnage which is not indicative of the relative physical size of the vessel, the manning shall be that applicable to a vessel of the greater relative size.

[CGFR 61-14, 26 F.R. 3926, May 5, 1961]

**§ 157.15-5 Changes in Certificate of Inspection.**

(a) All applications for changes in certificates of inspection relative to crew requirements shall be made to the Officer in Charge, Marine Inspection at or nearest the port where the vessel actually is at the time the request is made.

(b) Where changes in an outstanding certificate of inspection are necessary the Officer in Charge, Marine Inspection, will issue an amendment to the certificate of inspection.

(R.S. 4421, as amended; 46 U.S.C. 399)

**§ 157.15-10 Right of appeal.**

(a) Whenever any person directly interested in or affected by any decision or action of any Officer in Charge, Marine Inspection, shall feel aggrieved by such decision or action with respect to manning requirements, he may appeal therefrom to the Coast Guard District Commander having jurisdiction, and a like appeal shall be allowed from any decision or action of the Coast Guard District Commander to the Commandant, whose action shall be final; *Provided, however,* That such appeals shall be made in writing within 30 days after the decision or action appealed from shall have been rendered or taken; *And provided further,* That pending the determination of the appeal the crew, originally specified must be carried.

(R. S. 4469, as amended; 46 U. S. C. 222)

**§ 157.15-15 Enforcement officers.**

(a) In addition to collectors of customs, who are specifically designated by law as enforcement officers, all field officers and inspectors of the Coast Guard are designated as enforcement officers for the purpose of seeing that the provisions of section 2 of the Seamen's Act of 1915 as amended (38 Stat. 1164, as amended 46 U.S.C. 673), are complied with.

**Subpart 157.18—Officers' Competency  
Certificates Convention, 1936**

**AUTHORITY:** The provisions of this Subpart 157.18 interpret or apply R.S. 4438a, as amended; 46 U.S.C. 224a.

**§ 157.18-1 Vessels subject to requirements of this subpart.**

(a) Paragraph (1) of R.S. 4438a, as amended (46 U.S.C. 224a), states:

(1) That the Officers' Competency Certificates Convention, 1936 (International Labor Organization Draft Convention Numbered 53, "concerning the minimum requirement of professional capacity for masters and officers on board merchant ships"), as ratified by the President on September 1, 1938, with understandings appended, and this section shall apply to all vessels, however propelled, navigating on the high seas, which are registered, enrolled and licensed, or licensed under the laws of the United States, whether permanently, temporarily, or provisionally, including yachts enrolled and licensed, or licensed with the exception of—

- (a) Ships of war;
- (b) Government vessels, or vessels in the service of a public authority, which are not engaged in trade;
- (c) Wooden ships of primitive build, such as dhows and junks;
- (d) Unrigged vessels;
- (e) All vessels of less than two hundred gross tons.

(b) All vessels of the United States subject to R. S. 4438a, as amended (46 U. S. C. 224a) are subject to the requirements of this subpart.

[CGFR 54-43, 19 P.R. 6718, Oct. 19, 1954]

**§ 157.18-5 Detention of vessel.**

(a) The Collector of Customs, or the Coast Guard District Commander, by written order served upon the master or person in charge of a vessel, may detain any vessel of the United States which he has reason to believe is not in compliance with the requirements of R. S. 4438a, as amended (46 U. S. C. 224a), until he is satisfied that all officers employed aboard such vessel, who are required to be licensed by the Coast Guard, are in possession of the required licenses. If a vessel is detained by a written order of a Coast Guard District Commander, he should give immediate notice of such detention to the Collector of Customs from whose port the vessel will either clear or secure a permit to touch and trade in order that clearance or the issuance of a permit to touch and trade may be withheld.

[CGFR 54-43, 19 P.R. 6718, Oct. 19, 1954]

**§ 157.18-10 Right of appeal.**

Whenever a vessel is detained, the master may appeal, within five days to the Commandant, U.S. Coast Guard, who may, after investigation, affirm, set aside, or modify the order of detention.

[CGFR 54-43, 19 P.R. 6719, Oct. 19, 1954]

**§ 157.18-15 Filing lists of officers with Collector of Customs.**

The master of any vessel of the United States subject to the provisions of R.S. 4438a, as amended (46 U.S.C. 224a), shall, upon application for final clearance for foreign port or upon application for a permit to touch and trade, file with the Collector of Customs a complete list of the officers employed aboard the vessel and the Coast Guard serial number and description of license held by each officer [CGFR 54-43, 19 P.R. 6719, Oct. 19, 1954]

**Subpart 157.20—Computations****§ 157.20-1 Vessels affected.**

(a) All of the provisions of section 2 of the Seamen's Act of 1915, as amended (49 Stat. 1933; 46 U.S.C. 673), apply to all merchant vessels of the United States of more than 100 tons gross, excepting those navigating rivers, harbors, lakes (other than Great Lakes), bays, sounds, bayous, and canals, exclusively, and also insofar, as hours of labor on shipboard are concerned, to all tugs documented under the laws of the United States (except boats or vessels used exclusively for fishing purposes) navigating the Great Lakes, harbors of the Great Lakes and connecting and tributary waters between Gary, Indiana; Duluth, Minnesota; Niagara Falls, New York; and Ogdensburg, New York. The aforesaid section 2 does not apply to fishing or whaling vessels, yachts or to vessels engaged in salvage operations.

(Sec. 2, 38 Stat. 1164, as amended, sec. 7, 49 Stat. 1936, as amended; 46 U. S. C. 673, 689)

**§ 157.20-5 Division into three watches.**

(a) On vessels to which all of the provisions of section 2 of the Seamen's Act of 1915, as amended (49 Stat. 1933; 46 U.S.C. 673), apply, the licensed officers, sailors, coal passers, firemen, oilers, and water tenders shall, while at sea, be divided into at least 3 watches, the number in each watch to be as nearly equal as the division of the total number in each class will permit. The watches shall be kept on duty successively. The requirement for division into watches applies only to

those classes of the crew specifically named in the aforesaid section 2: *Provided*, That in the case of radiotelegraph operators this requirement shall be applicable only when 3 or more radio officers are employed.

(b) Officers in Charge, Marine Inspection, will note that the 3-watch system extends to all licensed officers and to the sailors, coal passers, firemen, oilers, and water tenders of all vessels to which all of the provisions of section 2 of the Seamen's Act of 1915, as amended (49 Stat. 1933; 46 U. S. C. 673), apply and will be governed accordingly in fixing the complement of licensed officers and crew, as authorized by R. S. 4463, as amended (46 U. S. C. 222): *Provided*, That in the case of radio telegraph operators this requirement shall be applicable only when 3 or more radio officers are employed. The aforesaid section 2 does not, however, apply to the licensed officers and crew of tugs and barges when engaged in voyages of less than 600 miles except with regard to coal passers, firemen, oilers, and water tenders. A voyage of less than 600 miles is construed as meaning the entire distance traversed in proceeding from the initial port of departure to the final port of destination, stops at intermediate ports while enroute not being considered as breaking the continuity of the voyage.

(R. S. 4421, as amended, 4463, as amended, sec. 2, 38 Stat. 1164, as amended, sec. 7, 49 Stat. 1936, as amended; 46 U.S.C. 399, 222, 673, 689)

#### § 157.20-10 Eight-hour day.

(a) No licensed officer or seaman in the deck or engine department of vessels to which all of the provisions of section 2 of the Seamen's Act of 1915, as amended (49 Stat. 1933; 46 U.S.C. 673), apply shall be required to be on duty more than 8 hours in any one day except under the extraordinary conditions mentioned in the aforesaid section 2, nor shall any licensed officer or seaman in the deck or engine department of any tug documented under the laws of the United States (except boats or vessels used exclusively for fishing purposes) navigating the Great Lakes, harbors of the Great Lakes, and their connecting and tributary waters between Gary, Indiana; Duluth, Minnesota; Niagara Falls, New York; and Ogdensburg, New York, be required or permitted to be on duty more than 8 hours in any one day, except in case of extraordinary emergency affect-

ing the safety of the vessel and/or life or property.

(b) When the vessel is in a safe harbor, no seamen shall be required to do any unnecessary work on Sundays, New Year's Day, the Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day, but this shall not prevent the dispatch of a vessel on regular schedule or when ready to proceed on her voyage.

(Sec. 2, 38 Stat. 1164, as amended, sec. 7, 49 Stat. 1936, as amended; 46 U. S. C. 673, 689) [CGFR 52-43, 17 F.R. 9592, Oct. 18, 1952, as amended by CGFR 69-116, 35 F.R. 6861, Apr. 30, 1970]

#### § 157.20-15 Able seamen.

(a) *What vessels affected.* (1) The provisions of section 13 of the Seamen's Act of 1915, as amended (46 U.S.C. 672), relating to able seamen apply to all merchant vessels of the United States of 100 gross tons and upward except:

(i) Those vessels navigating rivers exclusively and the smaller inland lakes;

(ii) As provided in R.S. 4516, as amended (46 U.S.C. 569), such vessels may ship seamen to replace those lost by desertion or casualty without incurring the prescribed penalty;

(iii) Unrigged vessels (other than sea-going barges) (46 U.S.C. 672b);

(iv) Sail vessels of less than 500 net tons (46 U.S.C. 672-1), while not carrying passengers for hire and while not operating outside the line dividing inland waters from the high seas, established in accordance with section 2 of the Act of February 19, 1895, as amended (33 U.S.C. 151); and,

(v) Tugs and towboats on the bays and sounds connected directly with the seas (46 U.S.C. 672b).

(b) *Computation of number.* (1) On vessels to which the provisions of section 13 of the Seamen's Act of 1915, as amended (46 U. S. C. 672), apply, at least 65 per centum of the deck crew, exclusive of licensed officers and apprentices, shall be of a rating not less than able seamen. In the event that the number of persons in the deck crew, as defined in § 157.10-20 (a), is in excess of the number of persons required therein by the certificate of inspection, at least 65 per centum of the whole deck crew on the vessel, exclusive of licensed officers and apprentices, shall be of a rating of not less than able seamen.

(Interpret or apply sec. 2, 38 Stat. 1164, as amended, sec. 13, 38 Stat. 1169, as amended, sec. 7, 49 Stat. 1936, as amended, sec. 1, 52

Stat. 753, as amended, 55 Stat. 579; 46 U.S.C. 673, 672-689, 672b, 672-1) [CGFR 52-43, 17 F.R. 9532, Oct. 18, 1952, as amended by CGFR 1-57, 26 F.R. 12083, Dec. 16, 1961]

#### § 157.20-20 Lifeboatmen.

(a) There shall be for each lifeboat or life raft a number of certificated lifeboatmen in accordance with the various regulations in Subchapter D (Tank Vessels), Subchapter H (Passenger Vessels), and Subchapter I (Cargo and Miscellaneous Vessels) of this chapter which specify the number required under various circumstances and conditions.

(R. S. 4417a, as amended, 4488, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 391a, 481, 367, 50 U.S.C. 198)

#### § 157.20-25 Mates.

(a) The minimum number of mates on every ocean and coastwise merchant vessel of the United States propelled by machinery and every ocean-going vessel carrying passengers shall be in accordance with sec. 2 of the Act of March 3, 1913, as amended (37 Stat. 733, 46 U.S.C. 223).

(Sec. 2, 40 Stat. 549, as amended; 46 U.S.C. 223)

#### § 157.20-30 Master.

(a) Section 2 of the Act of March 3, 1913, as amended (37 Stat. 733, 46 U.S.C. 223) requires a master for every ocean and coastwise merchant vessel of the United States propelled by machinery and every oceangoing vessel subject to inspection and carrying passengers.

(b) The provisions of R.S. 4438, as amended (46 U.S.C. 224) require a master for every sail vessel of over 700 gross tons carrying passengers for hire.

(c) There shall be a duly licensed master on board every steam vessel of more than 150 gross tons when the vessel is underway on the Great Lakes, or bays, sounds, or lakes other than the Great Lakes, or rivers.

(d) There shall be a licensed master on board every seagoing motor vessel of 300 gross tons or over, subject to section 1 of the Act of June 20, 1936 (49 Stat. 1544, 1545; 46 U. S. C. 367), when the vessel is under way.

(e) For a steam vessel not exceeding 150 gross tons navigating the Great Lakes, or bays, sounds or lakes other than the Great Lakes, or rivers, a first class pilot or a second class pilot who has

reached the age of 21 years may act as master.

(R.S. 4463, as amended, 4438; 46 U.S.C. 222, 224) [CGFR 52-43, 17 F.R. 9532, Oct. 18, 1952, as amended by CGFR 60-116, 25 F.R. 6862, Apr. 30, 1970]

#### § 157.20-32 Radar observers.

Every radar equipped vessel of 300 gross tons and over which is issued a certificate of inspection for navigation on any waters shall have in its required complement of deck officers, including the master, only those who have qualified as "radar observers." In addition, each person who is employed or serves as a pilot on board such a vessel in accordance with the requirements of federal law must be qualified as "radar observer". This requirement, insofar as it applies to pilots, becomes effective July 1, 1972. See § 10.05-46 of this chapter for "radar observer" requirements.

[CGFR 70-143, 35 F.R. 19962, Dec. 30, 1970]

#### § 157.20-35 Engineers.

(a) On any vessel subject to inspection, the Officer in Charge, Marine Inspection, shall determine the minimum number of engineers necessary for the safe navigation of a vessel.

(b) The provisions of R. S. 4426, as amended (46 U. S. C. 404), require a licensed engineer on every ferryboat, canal boat, yacht, or other small craft of like character propelled by steam, except for a motorboat subject to the Act of April 25, 1940, as amended (54 Stat. 164-167; 46 U. S. C. 526-526t).

(R. S. 4438, as amended, 4463, as amended; 46 U. S. C. 224, 223) [15 F. R. 7855, Dec. 5, 1953]

#### § 157.20-40 Pilot.

(a) The provisions of R.S. 4401, as amended (46 U.S.C. 364), require that every coastwise seagoing steam vessel subject to the navigation laws of the United States, not sailing under register, shall, when underway, except on the high seas, be under the control and direction of pilots licensed by the Coast Guard.

(b) The provisions of R. S. 4426, as amended (46 U. S. C. 404), require a licensed pilot on every ferryboat, canal boat, yacht, or other small craft of like character propelled by steam, except for a motorboat subject to the act of April 20, 1940, as amended (54 Stat. 164-167; 46 U. S. C. 526-526t).

(c) The provisions of R. S. 4426, as amended (46 U. S. C. 404), requires a licensed pilot for a vessel of above 15 gross tons propelled by gas, fluid, naphtha, or electric motors, carrying passengers for hire, except for a motorboat subject to the act of April 25, 1940, as amended (54 Stat. 164-167; 46 U. S. C. 526-526t).

(d) The provisions of R. S. 4426, as amended (46 U. S. C. 404) requires a pilot on every vessel of above 15 gross tons propelled by gas, fluid, naphtha, or electric motors carrying freight for hire, except for a motorboat subject to the act of April 25, 1940, as amended (54 Stat. 164-167; 46 U. S. C. 526-526t).

(e) (1) For every inspected steam vessel of above 150 gross tons the navigation shall be under the control of a first class pilot when the vessel is underway on the Great Lakes, or bays, sounds, and lakes other than the Great Lakes, or rivers.

(2) For every inspected steam vessel not exceeding 150 gross tons the navigation shall be under the control of a first class or a second class pilot when the vessel is underway on the Great Lakes, or bays, sounds, and lakes other than the Great Lakes, or rivers; and a first class pilot or a second class pilot, who has reached the age of 21 years, may act as master or pilot in charge of navigation.

(3) A second class pilot is authorized to act as pilot in charge of a watch on any steam vessel within the qualifications specified in his license.

(f) No person on or after July 1, 1972, shall serve as a pilot in accordance with the requirements of any federal law, on any radar equipped vessel of 300 gross tons and over navigating any waters who is not qualified as a "radar observer". See § 10.05-46 of this chapter for "radar observer" requirements.

(R. S. 4438, as amended, 4463, as amended; 46 U.S.C. 224, 222) (CGFR 52-48, 17 F.R. 9535, Oct. 18, 1952, as amended by CGFR 70-143, 35 F.R. 19962, Dec. 30, 1970)

**§ 157.20-45 Lookouts.**

(a) The requirements for proper lookouts are in the various "Rules of the Road," i.e., Rule 29 of the "International Rules" (33 U.S.C. 147a), Article 29 of the "Inland Rules" (33 U.S.C. 221), Rule 28 of the "Great Lakes Rules" (33 U.S.C.

293) and Rule Numbered 26 of the "Western Rivers Rules" (33 U.S.C. 351) (CGFR 59-41, 24 F.R. 7960, Oct. 2, 1959)

**§ 157.20-50 Cabin watchmen and fire patrolmen.**

(a) The requirements for cabin watchmen and fire patrolmen for passenger vessels are in §§ 78.30-10 to 78.30-20, inclusive, of Subchapter H (Passenger Vessels) of this chapter.

**§ 157.20-55 Radio officers and radiotelegraph operators and watches.**

(a) Radio officers and radiotelegraph operators and watches are required on certain merchant vessels of the United States. The details of the application of this requirement, as well as details regarding the licensing of such personnel, shall be as required by the statutes and regulations under the jurisdiction of the Federal Communications Commission and the statutes and regulations under the jurisdiction of the United States Coast Guard, regarding radio officers and radiotelegraph operators. (See Subchapter B (Merchant Marine Officers and Seamen) of this chapter.)

(R. S. 4463, as amended, sec. 1, 52 Stat. 262; 46 U. S. C. 222, 229a)

**§ 157.20-60 Staff officers.**

(a) When a staff department is carried on a passenger vessel subject to the act of August 1, 1939, as amended (53 Stat. 1145-1147, as amended; 46 U.S.C. 243-247), the qualifications of staff officers engaged shall be in accordance with that act.

**Subpart 157.25—Language Requirements**

**§ 157.25-1 Vessels affected.**

(a) Section 13 of the act of March 4, 1915, as amended (38 Stat. 1169, as amended; 46 U.S.C. 672), in part, provides as follows:

No vessel of 100 gross tons and upward, except those navigating rivers exclusively and the smaller inland lakes and except as provided in section 1 of this act, shall be permitted to depart from any port of the United States unless she has on board a crew not less than 75 per centum of which, in each department thereof, are able to understand any order given by the officers of such vessel. . . .

The collector of customs, may upon his own motion, and shall, upon the sworn information of any reputable citizen of the



is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section."

#### § 157.25-5 Orders by officers.

(a) The Commandant construes the words "able to understand any order given by the officers of such vessel" to mean any orders that may be given to members of the crew in each department when directing the performance of their duties.

(b) The Commandant also construes this section 13 of the act of March 4, 1915 (38 Stat. 1169, as amended; 46 U. S. C. 672) as meaning only such orders as may be given to members of the crew in each department of the vessel in the course of the performance of their several duties. Among these duties, however, should be included lifeboat or emergency work. The Commandant would not consider it a proper construction of the section to require, for example, that a waiter should understand orders normal to the engine-room force or that a stoker should understand orders which related solely to the work of a deck hand or seaman. In the cases, however, of a waiter, a stoker, a seaman, or other employee on the vessel who was assigned to do emergency or lifeboat work it would be a proper construction of the section to require him to understand orders for such emergency or lifeboat service.

(Sec. 7, 49 Stat. 1936, as amended; 46 U. S. C. 689)

#### § 157.25-10 Muster of crew for language test.

(a) When the collector of customs musters the crew on any vessel, either upon his own motion or upon the sworn information of any reputable citizen, for the purpose of determining that 75 percent of the crew in each department is able to understand any order given by the officer of such vessel, the

"Amended by section 1(d), 49 Stat. 1931, 46 U.S.C. 672(d) reading as follows: The collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact, at which muster said reputable citizen must be present; and no clearance shall be given to any vessel failing to comply with the provisions of this section.

Commandant is of the opinion that a demonstration of such understanding shall be made in the presence of the collector of customs or his authorized representative.

(b) To determine the fact of understanding, the Commandant is of the opinion that the law requires that orders be given to the individual members of the crew by the officers of the ship, and in the language ordinarily and customarily used by such officers in navigating and operating the ship. The orders should be given directly by the officers to each member of the crew, and not through an interpreter or interpreters; signs, gestures or signals should not be used in making the test. The collector of customs or his representative should suggest to the officers of the vessel the orders to be given, which should touch upon matters ordinarily arising in the daily routine work of the crew in each department, as well as orders involving fire drills boat drills the handling of boats, and orders involving any emergencies that may be expected to arise in handling, operating, or navigating the ship.

(c) The muster of the crew for which the law provides shall take place at such reasonable times and occasions as will determine the facts sufficiently in advance of the time fixed for the sailing of the vessel to permit the engaging of such new members of the crew as may be necessary in time for the vessel to sail without delay. As the law requires the application for muster to be made at least 6 hours before the vessel departs or is scheduled to depart, thus indicating an intent not unduly to delay the sailing of vessels, the muster must be conducted with such promptness and expedition as to constitute full compliance with this manifest purpose of the law. Whenever the language test applied at the muster results in the rejection of any member of the crew and the substitution of another seaman in his place at such time as to render it impracticable for a second muster to be requested in the manner specified in this section, then and in that case it shall be the duty of the customs collector to see that any seaman signed on the articles of the ship to take the place of the rejected man is capable of passing such test. The Commandant understands the law to require the safeguarding of the vessel through the language test by such means at such times and in such a manner as shall be helpful

and not hurtful to our maritime commerce and that it is in no sense intended to be used to create embarrassment or to cause unnecessary expense or delay.

(Sec. 13, 38 Stat. 1169, as amended, sec. 7, 49 Stat. 1936, as amended; 46 U. S. C. 672, 689)

**Subpart 157.30—Special Provisions**

**§ 157.30-1 Manning of seagoing barges**

(a) The determination as to whether a seagoing barge shall be manned or not shall be made by the Officer in Charge Marine Inspection. Permission may be granted for such barges to operate unmanned when in the opinion of the Officer in Charge, Marine Inspection manning is not necessary for the safe operation of the vessel and where it appears that the requirements of the rules as to lights, etc., will be met. In any case the certificate of inspection will specify whether or not the barge is to be manned, the number and grade of the crew, when carried, and the conditions of operation when no crew is required. These conditions may include limitations as to loading, route, cargo, season of operation, etc.

(R. S. 4463, as amended, sec. 10, 35 Stat. 428, as amended; 46 U. S. C. 222, 395)

**§ 157.30-5 Tank vessels.**

(a) The requirements for manning tank vessels is in Parts 31 and 35 of Subchapter D (Tank Vessels) of this chapter (R. S. 4417a, as amended; 46 U.S.C. 391a)

**§ 157.30-7 Passenger vessels of not more than 65 feet in length.**

(a) Regulations governing manning requirements on inspected passenger vessels of not more than 65 feet in length are contained in Part 186 of Subchapter T of this chapter.

(Sec. 3, 70 Stat. 152; 46 U.S.C. 390b) [OGFR 58-8, 23 F.R. 2609, Apr. 19, 1958]

**§ 157.30-10 Officers for uninspected vessels.**

(a) For the purpose of this section and R.S. 4438a, as amended (46 U.S.C. 224a), the definitions of the following expressions, which are the same as those set forth in Article 2 of the Officers' Competency Certificates Convention, 1936, are:

(1) "Master" means any person having command or charge of a vessel.

(2) "Navigating officer in charge of the watch" means any person, other than a pilot, who is for the time being actu-

ally in charge of the navigation or maneuvering of a vessel.

(3) "Chief engineer" means any person permanently responsible for the mechanical propulsion of a vessel.

(4) "Engineer officer in charge of the watch" means any person who is for the time being actually in charge of the running of a vessel's engines.

(b) Every vessel, however propelled, 200 gross tons or over and navigating the high seas and subject to the provisions of R.S. 4438a, as amended (46 U.S.C. 224a), shall have officers licensed by the Coast Guard. No person shall be engaged to perform or shall perform on board any such vessel the duties of master, chief engineer, navigating officer in charge of the watch, or engineer officer in charge of the watch unless he holds a valid license issued by the Coast Guard attesting to his qualifications to perform such duties.

(c) The phrase "no person shall be engaged to perform, or shall perform on board any vessel to which this section applies, the duties of master, mate, chief engineer, or assistant engineer, unless he holds a license to perform such duties" in subsection (4) of R.S. 4438a, as amended (46 U.S.C. 224a), shall be construed to mean that an uninspected vessel shall be manned as provided in this paragraph.

(1) If an uninspected vessel engages on a voyage of 12 hours or less, such vessel shall have a master and chief engineer in charge of the watch continuously. If desired, a mate may serve as navigating officer in charge of the watch as a relief for the master. If desired, an assistant engineer may serve as the engineer officer in charge of the watch as a relief for the chief engineer.

(2) If an uninspected vessel engages on a voyage of over 12 hours duration, such vessel shall have a master, mate, chief engineer, and assistant engineer and such officers shall be in charge of their respective watches continuously, except as permitted otherwise by this subparagraph. An uninspected vessel which is equipped with full pilothouse control of the propulsion machinery, thus eliminating the necessity for a continuous engineroom watch, will not be deemed to be in violation of R.S. 4438a, as amended (46 U.S.C. 224a), when manned with an appropriately licensed master and mate who shall be in charge of their respective watches continu-

ously, and an appropriately licensed chief engineer.

(R.S. 4438a, as amended; 46 U.S.C. 224a) [CGFR 66-33, 31 F.R. 15296, Dec. 6, 1966]

**§ 157.30-15 Deck officers for steam or motor vessels operating under special conditions.**

(a) The master, mates, and pilots of a steam vessel, or a sail vessel, or a vessel propelled by internal-combustion engines of 200 gross tons and over navigating exclusively in and around the Hawaiian Islands may be holders of special valid licenses issued by the Coast Guard for such service.

(b) The master, mates, and pilots of a steam or a sail vessel or a seagoing motor vessel of 200 gross tons or over navigating exclusively between ports of the Island of Puerto Rico may be holders of special valid licenses issued by the Coast Guard for such service.

(c) The master, mate, and pilot of a steam pilot vessel, or seagoing motor pilot vessel of 200 gross tons or over, or of a steam vessel navigating the waters of the whaling grounds in the Alaskan seas or of a steam vessel engaged exclusively in the business of whale fishing, or of a steam vessel engaged in the Atlantic Pacific, or Gulf Coast fisheries, may be holders of special valid licenses issued by the Coast Guard for such service.

(d) For a vessel navigating exclusively in Alaska and subject to the provisions of the Act of March 4, 1907, as amended (34 Stat. 1411, 46 U.S.C. 237), the master and pilots may be Indians holding special valid licenses issued by the Coast Guard.

(R. S. 4438, as amended; 4438a, as amended, sec. 1, 34 Stat. 1411, sec. 1, 2, 49 Stat. 1544, 1545, as amended; 46 U. S. C. 224, 224a, 237, 267)

**§ 157.30-20 Engineers for steam or motor vessels operating under special conditions.**

(a) For seagoing vessels propelled by internal combustion engines navigating exclusively between ports in the Hawaiian Islands, or navigating exclusively between ports of the Island of Puerto Rico and/or the Virgin Islands, the engineers may be holders of special valid licenses issued by the Coast Guard for such service.

(b) For a vessel navigating exclusively in Alaska and subject to the provisions of the act of March 4, 1907, as amended (34 Stat. 1411, 46 U.S.C. 237), the engineers may be Indians holding

special valid licenses issued by the Coast Guard.

(R. S. 4438, as amended; 4438a, as amended, sec. 1, 34 Stat. 1411, sec. 1, 2, 49 Stat. 1544, 1545, as amended; 46 U. S. C. 224, 224a, 237, 267)

**§ 157.30-25 Vessels carrying persons in addition to crew.**

(a) A steam vessel engaged in towing, or a steam vessel engaged in fishing or oyster planting or dredging, on the Great Lakes, and all inland waters (including rivers), may be authorized by the Coast Guard District Commander to carry on board such number of persons in addition to its crew as shall be deemed necessary to carry on the legitimate business of such vessel. The number of extra persons so carried shall not be in excess of the proportion of one such person to each net ton of measurement of the vessel and shall not be carried for hire.

(Sec. 1, 24 Stat. 129, as amended; 46 U.S.C. 458)

**§ 157.30-30 Licensed operators for uninspected vessels subject to the act of April 25, 1940, as amended.**

(a) Every motorboat, as defined by the act of April 25, 1940, as amended (46 U.S.C. 526), and any other vessel of fifteen gross tons or less propelled by machinery other than steam, while carrying passengers for hire, shall be operated or navigated by a person duly licensed for such service by the Coast Guard. This licensed operator shall be in charge of such motorboat or vessel, regardless of whether or not the passengers carried for hire are on such motorboat or vessel or are carried on a non-self-propelled vessel being towed or pushed by such motorboat or vessel.

(b) A license as master, chief mate, second mate or third mate of ocean and coastwise inspected vessels or a license as ocean operator issued under the act of May 10, 1956 (70 Stat. 151-154, 46 U.S.C. 390-390g) will authorize the holder to serve as an operator of a motorboat, or other vessel of fifteen gross tons or less, propelled by machinery other than steam, under the Act of April 25, 1940, as amended, on the class vessel, waters, and within other restrictions in his license.

(c) A license as master, mate or pilot of inspected vessels on waters other than ocean and coastwise waters, or a license

as master, mate or pilot of yachts on the Great Lakes, other lakes, bays and sounds or rivers, or a license as operator issued under the act of May 10, 1956, will authorize the holder to serve as an operator of a motorboat, or other vessel of fifteen gross tons or less propelled by machinery other than steam, under the act of April 25, 1940, as amended, on the class vessel, waters, and within other restrictions in his license

(d) Operation of vessels by licensed personnel on routes and in capacities lower than those described on the license held will be permitted as provided in Table 157.30-30(d) without obtaining additional license for the lower route or capacity

Interpret or apply R.S. 4426, as amended secs. 7, 17, 54 Stat. 165, 166, as amended; 46 U.S.C. 404, 526f, 526p) [CGFR 61-23, 26 FR 5758, June 28, 1961]

TABLE 157.30-30(d)

Type license held	Route described on license	Capacity and routes permitted
Ocean Operator, Master, or Mate <sup>1</sup>	Oceans or coastwise....	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on specified route described on license and on Great Lakes, lakes, bays and sounds, and rivers.
	Waters other than ocean or coastwise.....	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on Great Lakes, lakes, bays and sounds, and rivers.
	Great Lakes.....	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on specific route described on license, and on lakes, bays and sounds and rivers.
Operator or Master <sup>1</sup>	Lakes, bays and sounds.....	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on specific route described on license, and on rivers.
	Rivers.....	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on the specific route described on license.
	Specific bodies of water....	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, only on the specific waters described.
Pilot.....	Specific bodies of water.....	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on the Great Lakes, lakes, bays and sounds, and rivers.

<sup>1</sup> Only those licenses which authorize service on inspected passenger vessels which are mechanically propelled may be substituted for an operator's license.

§ 157.30-35 Vessels of over 65 feet in length and less than 100 gross tons.

(a) A license as ocean operator or operator of mechanically propelled passenger-carrying vessels will authorize the holder to serve as master, pilot, or person in charge of any steam or motor vessel of over 65 feet in length and less than 100 gross tons, to the same extent that such license authorizes the holder to operate passenger-carrying vessels of not more than 65 feet in length and less than 100 gross tons.

Interpret or apply R.S. 4426, as amended; 4438, as amended, 4463, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended; 46 U.S.C. 404, 224, 222, 367) [CGFR 59-56, 24 FR 10287, Dec. 18, 1959]

§ 157.30-40 Vessels not more than 1,000 gross tons.

For the purposes of § 157.20-40, a person holding a license as master or mate is a licensed pilot of a vessel of not more than 1,000 gross tons, within the limita-

tion and restriction of his license, on which he is employed as master or mate. (46 U.S.C. 222, 224, 364, 367, 404) [CGFR 72-3, 37 FR 528, Jan. 19, 1972]

§ 157.30-45 Uninspected towing vessels operator's license.

(a) An uninspected towing vessel, as defined in R.S. 4427, as amended (86 Stat. 423; 46 U.S.C. 405(b)), shall, while underway, be under the actual direction and control of a person licensed by the Coast Guard as an operator of uninspected towing vessels.

(b) An uninspected towing vessel may, while underway, be under the actual direction and control of a person licensed by the Coast Guard as a Second-class operator of uninspected towing vessels, if the holder of a license as operator of uninspected vessels is also aboard.

(R.S. 4427, as amended; 46 U.S.C. 405(b); 49 CFR 1.46(c)(3)) [CGD 72-182R, 38 FR 5760, Mar. 2, 1973]

**Subpart 157.35—Special Duties of  
Pilots and Inland Mates**

**§ 157.35-1 Pilots governed by rules.**

(a) Pilots of steam vessels, while in the discharge of their duties, shall be governed by the rules of the Commandant made for their guidance, and not by any instructions emanating from any inspector or other person.

**§ 157.35-5 Duties of mates of inland steam vessels.**

(a) It shall be the duty of the mate of every inland steamer carrying passengers

to assign to deck or steerage passengers the space they may occupy on board during the voyage, and to supervise the stowage of freight or cargo, and see that the space set apart for passengers is not encroached upon. He shall also carefully examine all marks on packages of freight delivered on board for shipment, with a view to detect and prevent any combustible or other dangerous articles prohibited by law being delivered on board.

[CGFR 52-43, 17 FR 9536, Oct. 18, 1952, as amended by CGFR 65-16, 30 FR 10897, Aug. 21, 1965.]

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## MARINE INSPECTION OFFICES

<i>CG District</i>	<i>Marine Inspection Office</i>	<i>Address</i>		
1st	BOSTON	MA	02109	447 Commercial Street
	PORTLAND	ME	04112	P.O. Box 108, Downtown Station
	PROVIDENCE	RI	02903	Federal Bldg. & USPO, Ex- change Street
2nd	CINCINNATI	OH	45202	Rm 4020, Fed. Office Bldg, 550 Main Street
	HUNTINGTON	WV	25725	P.O. Box 2412
	LOUISVILLE	KY	40201	P.O. Box 1153
	MEMPHIS	TN	38103	Suite 1134, 100 N. Main Bldg.
	MINNEAPOLIS	MN	55165	P.O. Box 3574, St. Paul, MN
	NASHVILLE	TN	37203	Rm A-935, U.S. Courthouse Annex
	PADUCAH	KY	42001	P.O. Box 1400, Avandale Station
	PITTSBURGH	PA	15222	312 Stanwix Street
3rd	ST. LOUIS	MO	63101	Suite 1128, 210 N. 12th Street
	ALBANY	NY	12207	Rm 336, Leo O'Brian, Fed. Bldg., Clinton Ave. and N. Pearl Street
	NEW YORK	NY	10004	Battery Park Bldg.
5th	PHILADELPHIA	PA	19106	Customhouse
	BALTIMORE	MD	21202	Customhouse
	HAMPTON RDS.	VA	23510	300 E. Main Street, Norfolk, VA
7th	WILMINGTON	NC	28401	P.O. Box 343
	CHARLESTON	SC	29403	Rm 625, Fed. Bldg., 334 Meeting Street
	JACKSONVILLE	FL	32206	Rm 213, 2701 Talleyrand Ave.
	MIAMI	FL	33130	111 S.W. Third Street
	SAN JUAN	PR	00904	P.O. Box 3066
	SAVANNAH	GA	31402	P.O. Box 8191
	TAMPA	FL	33601	P.O. Box 3172



<i>CG District</i>	<i>Marine Inspection Office</i>		<i>Address</i>	
8th	CORPUS CHRISTI	TX	78403	P.O. Box 1621
	GALVESTON	TX	77550	Rm 315, P.O. Bldg., 601 Rosenberg
	HOUSTON	TX	77011	7300 Wingate Street
	MOBILE	AL	36602	2000 Federal Office Bldg.
	NEW ORLEANS	LA	70112	Canal LaSalle Bldg., Suite 2300, 1440 Canal Street
	PORT ARTHUR	TX	77640	Federal Bldg., Customhouse, 5th and Austin Avenue
9th	BUFFALO	NY	14202	Rm 1111, Federal Bldg., 111 W. Huron Street
	CHICAGO	IL	60607	610 S. Canal Street
	CLEVELAND	OH	44114	1055 E. Ninth Street
	DETROIT	MI	48226	550 Patrick V. McNamara Bldg., 477 Michigan Avenue
	DULUTH	MN	55802	Canal Park
	ST. IGNACE	MI	49781	Municipal Bldg.
	TOLEDO	OH	43604	Rm 501, Federal Bldg., 234 Summit Street
11th	LA/LB	CA	90731	2035 Customhouse, 300 S. Ferry Street, San Pedro, CA
	SAN DIEGO	CA	92101	2710 Harbor Drive
12th	SAN FRANCISCO	CA	94111	One Embarcadero Court, Suite 309
13th	PORTLAND	OR	97217	6767 N. Basin
	SEATTLE	WA	98134	1519 Alaskan Way S., Bldg. One
14th	GUAM		96630	P.O. Box 157, FPO San Francisco, CA
	HONOLULU	HI	96813	233 Keawe Street, Rm 916
17th	ANCHORAGE	AK	98774	FPO Seattle, WA
	JUNEAU	AK	98771	FPO Seattle, WA
	VALDEZ	AK	99688	P.O. Box 486

**OUTSIDE THE UNITED STATES:**

*Marine Inspection Office*

ROTTERDAM                      APO, NEW YORK, NY 09159

*Merchant Marine Details*

MANILA                      APO, SAN FRANCISCO, CA 96528  
SINGAPORE                  FPO, SAN FRANCISCO, CA 96699

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